

Rpt. 9

Date of writing report 25th Aug. 1959.

Received London

Port Rio de Janeiro

No. 7374

Survey held at Rio de Janeiro

No. of visits 14

First date 26.1.59

Last date 18.8.59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29031 ~~XSSX~~ Name M.V. "SANTA CECILIA" Gross tons 483 Date of build 1875
Owners Transportes Maritimos 1001 Ltda. Managers - Port of Registry Rio de Janeiro
Engines made Got. By A/B Lindholms Varv. Type Oil Engine 2SA 6 Cy. 230x100mm.
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers - W.P. - with hydraulic coupling & reversible propeller.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat & slipway.
Nature of Survey NE, TS.
Was Damage Report issued? No. Int. Cert. Yes.
Last Report (For Head Office only)

Hull	Machinery
100A1 SS 3/56	+LMC 3/56 M 10/57
OS 10/57	OG 10/57N

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Close fit Oil Glands Good Sea Connections Good
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 1.8.1959 Has Shaft been changed? Yes
Has Shaft now fitted been previously used? No Has Shaft now examined/fitted a continuous liner? No Approved oil gland? No
MAIN ENGINES (Recip. Steam or I.C.) PORTX MAIN ENGINE. STARBOARD
1 Cyls., Covers, Pistons & Rods All Good.
2 Valves & Gears All Good.
3 Connecting Rods, Top Ends & Glands All Good.
4 Crankpins & Bearings All Good.
5 Journals & Bearings All Good.
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods Good.
12 Connecting Rods & Top Ends Good.
13 Crankpins & Bearings Good.
14 Journals & Bearings Good.
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS Good.
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS Good.
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS Good.
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS Good.
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good. Have Main Engines been tested working and manoeuvring? Yes.
OPINION OF MACHINERY AND RECOMMENDATIONS Eligible, in my opinion, to remain as classed with fresh records of LMC 8,59, NE 8,59 & TS 8,59N.

Date of Committee TUESDAY 19 JAN 1960

Decision

50m, 8,59. T. (MADE AND PRINTED IN ENGLAND.)

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping
F.N. Tanner.

Lloyd's Register
Foundation

011378-011385-0166

32 Essential Independent Pumps (Identify by position) All Good.
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.
35 Fresh Water Coolers Good. 36 Lub. Oil Coolers Good. 37 Heaters (state service).
38 Independent Air Compressors, Coolers & Safety Devices Good.
39 Air Receivers & Safety devices—Main Good. 40 Auxiliary Good.
41 Oil Fuel Tanks (Not forming part of hull structure) Good.
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery Good. 45 Windlass Good. 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) Port & Starb. diesel generator engines & dynamos. Good.

PROPULSION		ELECTRICAL EQUIPMENT	
	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors Good.
b Exciters			m Motors Good.
c Air Coolers			n Switchboards & Fittings Good.
d Motors			o Circuit Breakers Good.
e Air Coolers			p Cables Good.
f Control Gear, Cables, etc.			q Insulation Resistance Good.
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators Good.
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN		AUXILIARY, DONKEY or PRESS	
Superheaters			
Safety Valves			
Mountings, Doors & Fastenings			
Safety Valves Adjusted to	Sat. Spt.		
Boiler Securing Arrangements			
Main Economisers		Exhaust Gas Heated Economisers	
Steam Heated Steam Generators		Steam Generator Safety Valves Adjusted to	
Were Oil Burning System & Remote Controls examined working in accordance with Rules?		Forced Circulating Pumps	
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?		Funnel	

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs W. & T. Burmeister & Wain replacement Main Engine (Type 406V0) "Alpha", together with sterntube, shafting & reversible propeller & air receiver now efficiently installed in this ship in accordance with Rule Requirements, Secretary's letters & satisfactorily tested under full working conditions. The foregoing has been constructed under the special survey of Bureau Veritas (Copy of B.V. Certificate forwarded with letter Ref. Classn. dated 28.1.59). The following cabled information received from Burmeister & Wain, Copenhagen, through local agents "Engine Number 8435 yourtel 9 frequency one node 969 two nodes 2010 cycles per minute stop one node sixth harmonic 162 rpm extra stress of amplitude about 200 kg/sq.cm. in screwshaft" All auxiliary machinery, generators, pumps, etc., completely stripped & overhauled & subsequently tested under working conditions. In my opinion the machinery is eligible to remain as classed with fresh records of LMC 8.59, NE 8.59 & TS 8.59N.

MN = 420 = 84.
5

Survey fees Inst. & NE. 40.800,00
TS 5.000,00

Damage fee ...
Expenses... Rpt. 8

Date when A/c rendered 25th August, 1959.